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Workers at Guantanamo Bay, Cuba unload one of four wind turbine generators that will provide electrical power for the base. See story on page 8.



NAVFAC: Providing transformational facilities engineering support

**By Rear Adm. Michael K. Loose,
Commander NAVFAC and Chief of
Civil Engineers**

On October 24, 2003, I was given the ultimate honor and privilege to lead one of the world's finest facilities engineering and acquisition organizations, comprised of extremely gifted and motivated military, civilian, and contractor professionals.

Over the years, the Naval Facilities Engineering Command's (NAVFAC's) global mission has been in high demand. We manage the planning, design, construction, contingency engineering, real estate, environmental, and public works support for U. S. Navy shore facilities around the world. With an annual volume of business in excess of \$8.5 billion, we deliver timely and effective facilities engineering solutions

worldwide.

NAVFAC is streamlining its organizational structure to improve accountability and responsiveness, quickly revolutionizing its business line management, significantly improving its effectiveness and productivity, and producing its products and services for less cost. Together with the Commander, Navy Installations (CNI), NAVFAC will dramatically enhance its support to the Navy, Marine Corps, and its many other Clients.

By fiscal year 2006, we will combine our Engineering Field Divisions/Activities and Navy Public Works Centers within each Navy Region to single up accountability and provide a single touch point for all NAVFAC products and services. NAVFAC's component commands will be organized into Facilities Engineering Commands (FECs) and will report to our two Echelon III commands: NAVFAC Atlantic in Norfolk and NAVFAC Pacific in Pearl Harbor. Most importantly, we will shape and leverage our workforce to maximize our value to the Navy/Marine Corps combat team and to our other Clients. Through our comprehensive and proactive Community Management program, we will manage, develop, and shape our global workforce to ensure they have the knowledge, skills, and competencies to execute our future workload and will maximize our employee's growth and personal/professional development.

A quick snapshot of NAVFAC's fiscal year 2005 projects and programs follows:

Military Construction

The Navy's FY05 Military Construction budget request to Congress is approximately \$1.1 billion. The budget provides funding to eliminate inadequate bachelor housing and to accomplish critical operational, training, and mission enhancement projects. The request includes \$406 million for 12 waterfront and airfield projects, \$205 million for



Rear Admiral Michael Loose

eight bachelor housing projects, \$69 million for six force protection projects, and \$64 million for three environmental compliance projects.

In aggregate, about 66 percent (\$722 million) of the FY05 military construction request is for restoration and modernization projects of which \$209 million is to recapitalize waterfront and airfield facilities.

The emphasis on replacement and modernization projects will continue into the future to meet the DoD 67-year recapitalization rate goal by FY2008. In addition, we will construct bachelor quarters to house our shipboard Sailors ashore by FY2008; we will modernize existing barracks to the Navy 1+1 standard (affords more space for single service members) by FY2013 and the Marine Corps 2+0 standard (provides two-person sleeping rooms for junior Marines) by FY2012; and will eliminate gang heads for permanent party personnel by FY-2007 for the Navy and by FY2005 for the Marine Corps.

Housing Privatization

We will privatize approximately 86

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NAVFAC

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percent of the Navy's family housing inventory. This represents an extraordinary opportunity for numerous private sector entrepreneurs to create privately-owned business entities for the express purpose of constructing, revitalizing, managing, and maintaining approximately 50,000 homes across the country for our Sailors and their families. This transformation will not only introduce the cutting edge planning and design standards found in the market place but will also bring the industry's best practices to meeting the needs and desires of our military families.

The Navy's business model for privatizing our housing uses limited liability companies as the foundation of each business entity with the Navy as a member and our partner as the managing member.

Base Realignment and Closure (BRAC)

NAVFAC is the execution and Budget Submitting Office for the Navy's BRAC I-IV program cleanup and disposal of former Naval bases and infrastructure. As of April 30, 2004, we have disposed of 69 bases; 21 bases remain. Of these remaining bases, more than 50 percent of the property has already been conveyed. Of the 212,337 total acres to be disposed, only 12,937 acres remain. NAVFAC has employed several mechanisms for disposal, including public benefit conveyances, economic development conveyances, federal-to-federal transfers, and public sales. Land sale revenues have resulted in over \$250 million for reinvestment in the environmental cleanup of remaining properties.

Environmental

BRAC Cleanup: NAVFAC obligated \$287.4 million for BRAC environmental restoration support in FY2003. Remedial investigations, feasibility studies, interim removal actions, and remedial actions were executed on schedule. Partnering efforts with BRAC cleanup teams, Local Reuse Authorities (LRA), and



New and renovated bachelor housing projects are a significant part of the Military Construction program managed by the Naval Facilities Engineering Command.

Restoration Advisory Boards (RAB) ensured maximum efficiency and optimum execution.

Environmental Restoration:

The Navy's Environmental Restoration program executed \$255.5 million in FY2003 and our FY04 funding is \$254.9 million. The program focus is on cleanup vice studies. The program surpassed DoD's cleanup management goals of reaching "remedy in place" or "response complete" (RIP/RC) of at least 50 percent of the high-relative-risk sites in 2002. As the end of FY03, the Navy accomplished RIP/RC on 63 percent of its high-risk sites.

Munitions Response Program

(MRP): The Navy completed an inventory process to identify unexploded ordnance, abandoned military munitions, and their constituents at its closed, transferring, and transferred military ranges and at other locations on active installations that are not part of operational test and training ranges.

Fleet Range Support: During 2001, NAVFAC established a Range Support Group to directly support the tactical training theater assessment process (TAP). Under this program,

the Fleets are taking a comprehensive look at range assets and requirements to assess environmental constraints and compliance. The program will lead to the completion of all environmental requirements, including a recurring NEPA examination on a theater-wide basis.

Energy Program

The Navy Energy Program, centrally managed by our Naval Facilities Engineering Service Center (NFESC), integrates mission readiness and energy efficiency through public-private ventures, energy savings performance contracts, and utility energy service contracts. As part of this effort, Navy has launched many different types of energy projects including geothermal, wave energy, photovoltaic, wind, and solar. Last year, the program implemented more than \$200 million in energy-saving infrastructure improvements, which will reduce Navy's consumption by more than 1.5 million MBTU/yr. In addition to recovering the initial investment, the improvements are expected to generate an additional \$150 million in life cycle cost savings.

Base Development

NAVFAC is helping CNI develop a 25-year Installations Master Plan capable of supporting future development of Navy installations. This planning tool, known as Navy Ashore Vision 2030, synchronizes current strategic plans with infrastructure objectives to align fleet readiness, platform/unit basing, training, service support, affordability, capital investments, risk management and quality of service. The plan will reduce infrastructure costs by planning for the right bases at the right places at the right cost.

Anti-terrorism and Force Protection (ATFP)

In October 2003, NAVFAC was assigned as the ashore Navy Anti-terrorism and Force Protection (ATFP) Program Manager. The ashore ATFP program includes: procurement and sustainment of physical security equipment (PSE); oversight of chemical, biological, radiological and nuclear (CBRN) defense solutions; and creation of an Emergency Management Program (EMP).

NAVFAC Mid-Atlantic stands up

NORFOLK, Va. -- Worldwide organizational changes in the Naval Facilities Engineering Command (NAVFAC) resulted in a major realignment of two NAVFAC activities in Hampton Roads, Public Works Center (PWC) Norfolk and NAVFAC Atlantic Division (LANTDIV).

On July 30, PWC Norfolk was disestablished. All PWC Norfolk personnel, along with about 230 people from LANTDIV, formed NAVFAC Mid-Atlantic. Capt. George E. Eichert, CEC, USN, Commanding Officer of PWC Norfolk is the Commanding Officer of NAVFAC Mid-Atlantic and Regional Engineer for Navy Region Mid-Atlantic. NAVFAC Mid-Atlantic will be located in Bldg. A-81 on Naval Station Norfolk and have a site presence at every installation throughout the Navy's Mid-Atlantic Region.

"We are combining two talented workforces to meet the increasing challenges of tomorrow," Capt. Eichert said. "As we establish ourselves as NAVFAC Mid-Atlantic, I have no doubt that our combined workforce will be positioned to better serve the Fleet and our other clients. For our many clients in Hampton Roads this transformation will be almost transparent."

In most fleet areas there have been two organizations providing different NAVFAC products and services, a PWC and either an Engineering Field Activity (EFA) or an Engineering Field Division (EFD). This transformation aligns NAVFAC component commands into a single activity to provide the regional commander a single touch point for all NAVFAC products and services. The transformation will enable NAVFAC to standardize business processes, focus on regional requirements, surge support across regional boundaries and return substantial savings to the Navy. The transformation will reduce the number of NAVFAC commands from 25 to 16 worldwide.

New regional NAVFAC



Rear Adm. Rich Cellon addresses the crowd at the Norfolk ceremony.

commands stood up at Great Lakes on July 8, the Washington Navy Yard on July 23 and in Japan on July 30. Next fiscal year will bring new commands in San Diego, Pearl Harbor and Guam.

These regional commands will report to two Echelon III commands, NAVFAC Atlantic, in Norfolk (CONUS and Europe) and NAVFAC Pacific, in Pearl Harbor (Pacific) and look to these commands for in-depth support. LANTDIV became NAVFAC Atlantic on July 1. Rear Adm. Richard E. Cellon continues as commander NAVFAC Atlantic.

"This is a great deal more than a name change," Rear Adm. Cellon said. "Our new structure, along with the establishment of NAVFAC Midwest, NAVFAC Washington and NAVFAC Mid-Atlantic, aligns with the

Navy regional construct, presents an incredible opportunity to dramatically enhance our contributions to the Navy-Marine Corps team and will facilitate implementation of best business practices corporately for more effective/efficient delivery of our products and services to our clients."

NAVFAC Atlantic will continue to serve Marine Corps clients in North Carolina and all clients in the Caribbean, Southern Europe, Southwest Asia and the northeastern U.S. NAVFAC Atlantic will provide reach-back support to NAVFAC Mid-Atlantic, as required, for clients in the Mid-Atlantic Region. By FY-06, NAVFAC Atlantic will be responsible for oversight of all NAVFAC products and services throughout the continental United States, Southern Europe, and Southwest Asia.

PWC, EFA Ches form new command

by John Verrico

NAVFAC Washington

WASHINGTON NAVY YARD—

Access to the Navy's engineering, acquisition, facilities maintenance, construction, transportation and utilities services across Naval District Washington (NDW) just got easier.

The Navy Public Works Center (PWC) Washington and the Engineering Field Activity (EFA) Chesapeake were both disestablished July 23. All of their services have been combined in a new, single entity - Naval Facilities Engineering Command (NAVFAC) Washington.

The commissioning of NAVFAC Washington is part of a major transformation of the Naval Facilities Engineering Command's global engineering, acquisition and public works organizations. NAVFAC's commands, which are currently comprised of Engineering Field Divisions, Engineering Field Activities, Officers in Charge of Construction, and Public Works Centers, will be consolidated into Facilities Engineering Commands (FECs). This global transformation is designed to enhance efficiency and effectiveness, and improve product and service delivery.

In the past, the PWC provided maintenance, utilities and transportation services to NDW. Restoring operation if air-conditioning or power failed, repairing leaking roofs, operating shuttles and removing asbestos and lead paint are some small samples of the tasks they perform. The EFA, on the other hand, provided a full range of engineering, design and construction services. Among their many current projects is the construction management of the new Navy Band facility at Washington Navy Yard (WNY).

"We've had two separate organizations that have some overlap in what they do," said Capt. Christopher J. Mossey, commanding officer, NAVFAC Washington and Regional Engineer for NDW. "For



NAVFAC Washington Executive Officer, Capt.(s) Keith Hamilton and Ens. Nathaniel Herron parade the NAVFAC Washington flag during the stand up ceremony July 23.

example, we both provided engineering services.

Consolidation means that we're eliminating duplications and layers, and we'll be better able to provide the same services more efficiently. We're also going to operate in a different way with business lines...using best practices that are going to operate across the entire Navy."

The establishment of the new entity does not represent the end of PWC Washington and EFA Chesapeake.

"(It is) just the next step in the evolution of both organizations. Innovation and transformation have

always been part of both organizations' cultures. Combining these two organizations has truly created a "one-stop" organization that provides the full range of facility engineering, public works and construction services," said Mossey.

NAVFAC Washington is comprised of nearly 1,500 professional engineers, architects, skilled craftsmen, environmental specialists and acquisition professionals. They provide a full spectrum of facility support services to the Navy, Marine Corps and other customers from the Department of Defense and other federal agencies. Using dedicated in-house craftsmen and contract resources, they provide maintenance, repair and construction of facilities; engineering and design support; utilities generation and distribution; transportation services; and environmental services.

"As the regional commander, I am their customer," said Rear Adm. Jan C. Gaudio, commandant, Naval District Washington. "They are my "go-to" organization. There isn't a project that isn't touched by the public works business. The team of Public Works and EFA provides the right service at the right cost in the right place at the right time. There is no organization that I rely on more to get the job done."

By merging the two entities into NAVFAC, the design functions of EFA and maintenance functions of PWC are better expected to work hand-in-hand to realize efficiencies that will benefit NDW well into the future.

The creation of NAVFAC ensures "...truly cradle-to-grave management of the construction, operation, maintenance and renovation of a building as it goes through its entire lifecycle," said Mossey.

The headquarters for the new command will be Bldg. 212 at the Washington Navy Yard (WNY). Only part of the organization will actually work at that facility as most of the workforce is forward positioned with the customers they serve at the various installations throughout the region.

Stader relieves Raines at Northeast

EFA NORTHEAST—Captain James F. Stader, Civil Engineer Corps, U.S. Navy, relieved Captain Robert B. Raines, CEC, USN as Commanding Officer of the Naval Facilities Engineering Command's (NAVFAC) Engineering Field Activity (EFA) Northeast on June 18. From its headquarters in Philadelphia, EFA Northeast provides facilities engineering, design and construction; environmental engineering and facilities management support for Navy and Marine Corps activities in a ten-state area from Delaware to Maine.

Capt. Raines assumed command of EFA Northeast in June 2002. A native of the Bronx, N.Y., he received a bachelor's degree in civil engineering from the Virginia Military Institute, and was commissioned through the Navy ROTC program in 1979. He received a master's degree in Civil Engineering from Stanford University in 1987 and is a 2001 graduate of the University of Michigan Executive program. He reports to Charleston, S. C. as Commander of NAVFAC Southern Division.

During the ceremony, Rear Admiral Richard E. Cellon, Commander NAVFAC Atlantic Division, praised Raines for guiding



Capt. James Stader, right, relieved Capt. Robert Raines as Commanding Officer of EFA Northeast on June 18.

EFA Northeast through a dramatic 33 percent rise in work with significantly fewer resources. "Bob Raines relentlessly focused his talented team on delivering the very best facilities engineering support to the regional commander, and our many clients in the Northeast."

Capt. Stader comes to Philadelphia from Washington, D.C.

where he was Executive Officer for Navy Public Works Center Washington. A native of Annapolis, Md. he also is a graduate of the Virginia Military Institute earning a bachelor's degree in Civil Engineering in 1983. He received a master's degree in Financial Management from the Naval Post Graduate School in June 1991.

CEC community mourns death of Lt. Lawrence Hilton

The Navy Civil Engineer Corps is mourning the sudden death of Lt. Lawrence D. Hilton, who died July 22 while attending a contracts course in Norfolk, Va. Hilton's class got up to take a break when he suddenly collapsed, unconscious.

Hilton served the Navy for seven years, with tours in Norfolk, Bahrain and Monterey, Calif. His most current assignment was at Naval Station Newport in Rhode Island.

He earned a bachelors degree in civil engineering from California State, Los Angeles, and upon graduation was commissioned an officer in the CEC Corps. Hilton later received a master's degree in business administration from the Naval Postgraduate School in Monterey, Calif.

Lt. Hilton was laid to rest with military honors at Arlington National Cemetery Aug. 6. He is survived by his wife, three children, parents and two sisters.



Naval War College recognizes Bob Kruzewski's extraordinary volunteer support with a medal

ROICC Newport—For over 10 years, Contract Specialist Bob Kruzewski has served as Logistics Coordinator at various annual Naval War College special events. Bob, who unselfishly volunteers for these events without pay, uses his personal leave while working on average of 8-10 hours per day coordinating the logistic actions for these two to four-day conferences.

The Naval War College has come to depend heavily on Bob's expertise and corporate knowledge during the execution of these special events that are a vital part of the Naval War College's mission as the premier center of strategic thought and national security policy innovation for the Navy and our Nation. The most noteworthy of these events has been the International Sea Power Symposium (ISS).

Bob's ISS responsibilities include coordinating the tasks of hosting Flag Officer level delegates from 73 countries including the U.S. Navy's Chief of Naval Operations, Admiral Vern Clark and the Secretary of the Navy, the Honorable Gordon England.



Rear Admiral R. A. Route, Naval War College President, chose to personally recognize Bob for his longstanding dedication and commitment with an honorary award

of the Navy and Marine Corps Commendation Medal. The award is honorary in nature in that Bob is no longer on active or reserve duty, but a retired Master Chief Storekeeper.

Small Business Administration recognizes progress at EFA Northeast



Dave Rule accepts his Letter of Appreciation from SBA's Vincent Rice.

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EFA Northeast—On May 26 the Small Business Administration (SBA) praised former EFA NE Commanding Officer, Capt. Bob Raines and former Executive Officer Cmdr. Cameron Manning for their support of small business during their tours.

Vincent Rice, from the SBA Philadelphia District Office, presented letters of appreciation to both officers. Among the accomplishments recognized by the SBA was that EFA NE increased the total prime contract obligations with small businesses by 32 percent from \$130 million in FY02 to \$171 million in FY03.

Rice also presented letters of appreciation to Con Mayer, Environmental Director, and Dave Rule, Environmental Contracts Division recognizing the dramatic increase in prime contracts for environmental services over the past three years from \$3 million in FY01 to over \$24 million in FY03.

GTMO harnesses wind for electricity

ROICC GUANTANAMO BAY— Several Naval Facilities Engineering Command (NAVFAC) organizations are working with a commercial energy services company to install four wind turbines at the U.S. Naval Base Guantanamo Bay, Cuba (GTMO).

The Naval Facilities Engineering Service Center (NFESC), Port Hueneme, Calif., partnered with NORESKO, Westborough, Mass., on an Energy Savings Performance Contract (ESPC) – a financed energy project that is paid for out of the energy cost savings generated by the project. The Navy has been investigating the use of wind turbines for reducing non-renewable energy consumption at its facilities since 1974.

Although not the first, this is the largest wind turbine project undertaken to date by the U.S. Navy. The power produced by these wind turbines will reduce the consumption of 650,000 gallons of diesel fuel each year, and will reduce air pollutants and greenhouse gas emissions by over 13 million lbs. per year. Each of the four wind turbines will generate 950 kilowatts (kw) of electricity. Together the four turbines will generate enough electricity, 3800 kw, to supply about 25 percent of the peak power needed to operate the base. In years of normal weather, the wind turbines will produce almost eight million kilowatt-hours of electricity.

The GTMO wind turbines will be located on John Paul Jones Hill. Construction began in July and will be completed by the end of calendar year 2004. The wind turbines are expected to be fully operational by February 2005. The heaviest section weighed 43 U.S. tons and was 81 ft. long. The towers are 185 ft. tall with a blade diameter of 177 ft., making them visible throughout the base and surrounding areas of Cuba.

"This project is significant because it will reduce dependence on petroleum fuels, save the installation money, and help the Navy achieve our Congressionally mandated goal to acquire 2.5 percent of our energy requirements from renewable



A photo manipulation showing how three wind turbines will look on John Paul Jones Hill.

sources," said Jim Heller, Director of the Energy Programs Division of NFESC.

Construction will present several challenges for the Resident Officer in Charge of Construction (ROICC), GTMO Public Works Dept. and contractors.

"The construction phase will hold enormous challenges, one of which was the offloading of the turbines from barge and transporting them to the staging area," explained Lt. Cmdr. Mark Leighton, ROICC project manager. "The next will be transporting the huge sections and a 250-ton crane approximately two miles up steep and narrow inclines to their final destination."

"Additionally, the wind that makes this project so advantageous will also make erecting the turbines extremely difficult," he added.

NORESKO has already completed a comprehensive program to install efficient lighting and water fixtures throughout the base. This work, as well as other energy initiatives at GTMO, has been accomplished through a joint effort by NORESKO, the GTMO Navy Public Works Department, ROICC GTMO, the Navy's Southeast Region, NAVFAC HQ, NAVFAC Atlantic, NAVFAC Mid-Atlantic, NFESC and the Navy ESPC Team.

The Atlantic Division (now NAVFAC Atlantic), NFESC, and GTMO Public Works provided key guidance and support on the electrical grid stability and design issues. NFESC has been instrumental in ensuring that this project will have only positive impacts to Naval Station's electrical grid and by being influential in repairing the problems that have plagued GTMO's electrical system in the past.

NAVFAC Atlantic's on site field office, ROICC GTMO, has been the focal point from the start for managing the construction phase and providing technical oversight of this important project.

"Our goal is to ensure quality and safe construction while finishing the project as soon as possible," Lt. Cmdr. Leighton explained.

The ROICC office has partnered with NORESKO on previous projects with outstanding outcomes and is completely confident in NORESKO and their subcontractor's ability to successfully accomplish this project.

"Safety is everyone's number one priority and it will take major operational planning, hazard analysis, and key coordination with all parties involved to make this a successful operation," Lt. Cmdr. Leighton emphasized.

Hurricane Isabel damaged shoreline

Dam Neck shore protection project does its job

VIRGINIA BEACH—Over the years severe weather eroded the beach at NAS Oceana Dam Neck Annex. The erosion had progressed to such a stage in the 1990's that \$124 million worth of Navy facilities were threatened.

An FY95 emergency military construction project built an \$8.9 million shore line protection system, which included a dune, a buried seawall and beach replenishment, to protect the BEQ, housing area, Shifting Sands conference center and weapons gun line. The shoreline protection system construction was completed in October 1996.

"One of the benefits of this soft shore protection system compared with a hard shore protection system is a very nice beach that can be used for recreational purposes," explained Marc Lambert, Project Manager.

The shoreline protection system has performed its job protecting Navy facilities through several severe storms and hurricane Isabel. Hurricane Isabel eroded the beach and damaged the dune in several areas requiring additional sand to restore the beach and dune protection system to its original design profile to protect Navy facilities from future hurricanes.

The initial Shore Protection project permit required monitoring of the beach for three years after construction. The monitoring data provided "Hot Spots" along the beach where the beach erodes at a faster rate. The repair addressed the "Hot Spot" areas providing additional elevation to the beach template.

During 2003 and 2004 a \$4.85 million Special Project replenished approximately 700,000 cubic yards of sand along 9,280 feet of beachfront and dune lost since the shore protection system was originally constructed. The sand was dredged from an approved Minerals Management Service dredge site known as the Sandbridge Shoal approximately three miles offshore.



An aerial view of the Dam Neck shoreline protection project.

The construction contract was awarded in September 2003. The dredging operation was complete the end of March 2004. The beach and dune grading was completed in May 2004. All work should be completed by the end of September.

The Atlantic Division designed the project using an A&E contract. The Project Manager was Jim Wood and the Engineer in Charge was Rick Kahler. The designer of record is TRANSYSTEMS Corp. of Norfolk

Virginia. ROICC Oceana awarded & administered the construction contract with AROICC Mark Stephenson and contract specialist Tracy Hughes. The construction contractor was Great Lakes Dredge & Dock Company out of Oak Brook, Ill.

The Navy's Mid Atlantic Region planning and environmental staffs also played a role developing the project and obtaining the required permits. Andy Porter and Brian Hostetter were the key region players.

Five months in Baghdad

NAVFAC Atlantic Cost Engineer Ellsworth Spicher recently returned from five months in Baghdad. Between March and August 2004 he worked in the Project Management Office (PMO) for the Coalition Provisional Authority under former Chief of Civil Engineers, retired Rear Adm. David Nash. Ralph Kaneshiro from EFA Med worked in the same office. After the American Embassy took over on June 28, the office became the PCO – Project Contracting Office.

"I thoroughly enjoyed the work," El said. "As an engineer, the function we did over there was very satisfying. There are always challenges starting up a new organization and the biggest headache initially was hardware – computers, printers and copiers. Our production was often limited by supplies."

"I worked in the water section, along with seven other government employees," he explained. "We had four contracts including the prime contractor CH2M Hill, and subcontractors for potable water and sewer in the northern and southern sections of Iraq and Water Resources, which provided raw water for all of Iraq – canals, irrigation, that kind of stuff."

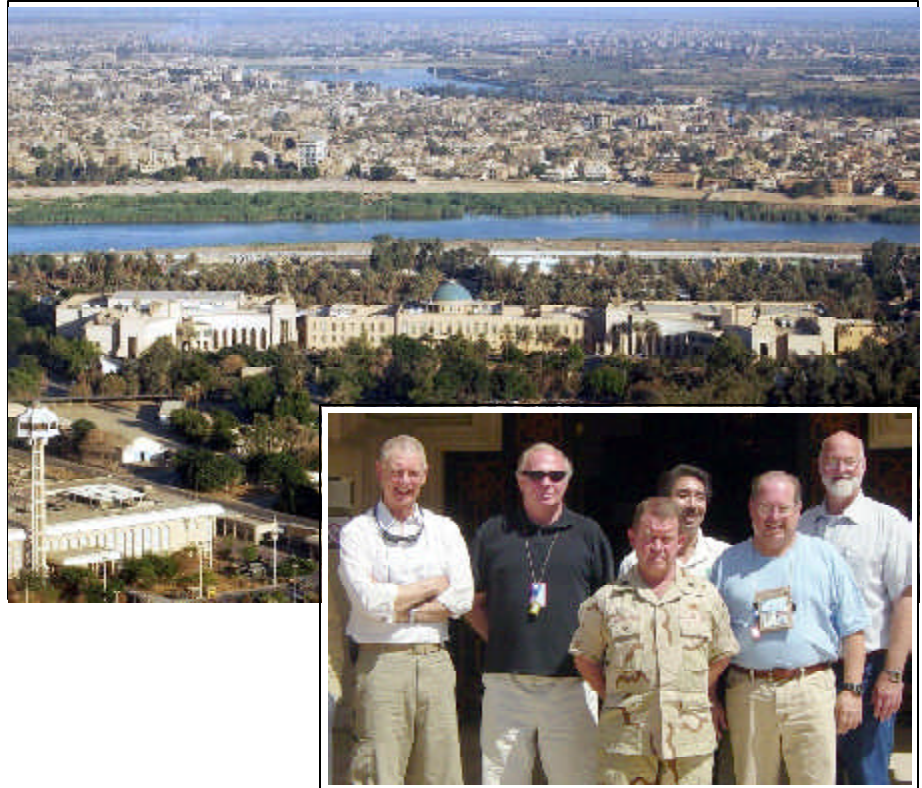
"Our work was all up front in the process. We determined what was needed and then wrote the scope of work for each task order."

Although southern Iraq needed water more than the north, their work started in northern Iraq "because they were still shooting at each other in the south."

The contracts for water in the north and south sectors were awarded to a joint venture between Fluor and Amec, a British firm. The Raw Water contract went to a joint venture of Washington International and Black & Veatch. CH2M Hill had an overall contract for the RFP and design.

The contractors started arriving in April 04 and their people gradually took over the work that Ralph and El were doing.

"As the contractors came on



An aerial view of the palace in the Green Zone where the PMO was located. Inset: the Water Section. Ralph Kaneshiro and Ellsworth Spicher are on the right in the back row.

board, our work became more oversight and monitoring of what they were doing," Spicher said.

"A typical NAVFAC design takes four years from budget to construction. I think what we accomplished in five months was amazing."

Over the years, Baghdad has grown to approximately six million people, but the sewer and water systems in the city hadn't had any repairs or maintenance for about 20 years, Spicher explained. Plus, because of the rapid growth, parts of the city didn't have any water or sewer at all. Two million people live in Sadr City with limited water and sewer.

"The average person in Baghdad suffers from bad water, no sewage system, power that rarely stays on for more than four hours at a time, no jobs, and a host of other things that most people in the U.S. don't ever have to deal with."

Ellsworth lived and worked in the

secure 'Green Zone' in Baghdad. The office was in a former palace. El initially lived in a 50-man tent on the front lawn of the palace and the bathroom was two-blocks away. After about a month he moved into a trailer, which was a four or five minute walk to work. Meals were in the palace. The Army's logistics contract fed 3,000 people three meals a day in the palace cafeteria.

"I personally thought the food was good," he added. "All the plates and silverware were plastic, because there wasn't enough water to wash the dishes. Have you ever tried to cut a piece of steak with a plastic fork and knife? One time we ran out of forks for a week. KBR, the Army's LOGCAP contractor, did a fantastic job overcoming several severe logistics problems. One of the most hazardous civilian jobs in Iraq was the truck driver who had to deliver all those goods."

"It was interesting from both a

work aspect and a life experience. They were intertwined so much," he explained. "I was never in the military and had never deployed like this. We worked 10-12 hours a day, seven days a week. That was a real drain on you and it got pretty old after five months. Of course, there was little else to do."

For recreation, there was a nice swimming pool at the Palace, an air-conditioned gym and a small theater, along with a small exchange that had most of the necessities.

Security in the compound was very tight. The Green Zone is a big area with lots of open space, about half the size of the Norfolk Naval Station. Mortar attacks, hit on an average of one a day, and were something they had to worry about constantly.

"The vehicle bombers would always try the gate," he explained. "None of those vehicles made it through the gate. All these gate projects we're doing here in the United States are critical for the security of a base. If you can stop a car from getting in the gate, everyone inside is much safer."

Spicher got out of the Green Zone six times while he was there. He made three trips to visit the Water Ministry in downtown Baghdad.

"Traffic in Baghdad makes Washington, DC at rush hour look like a picnic. Prior to Saddam's regime there were only a million cars, now there are about six million."

The other three trips outside of Baghdad were via helicopter to the Kurdish governorates in northern Iraq to check out existing treatment plant conditions so they could write the task orders to get the work started.

"We flew about 50 feet above the ground, which is the safest because it is the most difficult for the enemy to shoot a rocket at us. Every time we go over a power line, it's like a roller coaster ride."

"These trips were probably the highlight of my time in Iraq," El said.

"It is a very interesting country. Unquestionably, the best part of my time in Iraq was the trip up to the water source for Halabja. It's a natural mountain spring coming out of the side of a mountain about five miles from the Iranian border. As we went up the mountain, the dirt road got narrower



The water source for Halabja is a natural mountain spring about five miles from the Iranian border. The water is so pure that no treatment is necessary. El Spicher is on the far right. In the back row in the blue shirt is retired CEC Captain Charlie Fehlig, now working for CH2M Hill, the prime contractor for the PMO Water Sector.

and narrower until we finally had to park the vehicle and walk the last half-mile or so. The water is so pure that no treatment was necessary. With a flow of five cubic meters of 45-degree water per second, it was like standing in front of an open refrigerator door which is definitely a plus when the outside temperatures are routinely over 110 degrees."

"The hardest part of being in Iraq was not being able to get out and visit. Iraq is a very rich country, not just because of the oil, but there is a lot of history there."

He compared the climate to Phoenix or Tucson, Ariz. From March through April "it was actually quite pleasant," with lows in the 50's at night and highs during the day in the 70s and 80s. Once it got into June and July, temperatures are routinely 115 to 120.

"As an engineer I had the choice of spending my time inside in the air conditioning so I didn't go outside very much. The military people didn't have much choice. I don't know how they do it wearing full body armor while standing in the direct sunlight."

"I'm certainly not sorry I went," he

said. "If I had my choice to do it over again, the same thing I just did, I'd go back in a heartbeat. It was a life improving experience. Even though there were certain hardships, if you go expecting those hardships, it's no big deal. Would I do a second six months? No. Been there, done that, got the T-shirt."



On a helicopter to northern Iraq.

NAS Brunswick, Maine

By LTJG Becky Farley

ROICC NAS Brunswick—A ribbon-cutting ceremony was held Aug. 12 marking acceptance of the final Navy Family Housing unit at NAS Brunswick Housing Phase II, which brought to a close the \$20.5 million project. Housing Phase II is the second of three housing projects, adding 126 homes for the Navy community in Brunswick, Maine.

This design-build project was awarded in September of 2001 to the joint venture of Beneco-Picerne. JSA Incorporated completed the design. The completed units have received accolades by residents, the Brunswick Commanding Officer, Navy Region Northeast Housing, EFANE, the Regional Engineer, and NAVFAC. Comments noted the pleasing and functional floor plans, energy efficient construction, quality of workmanship and ample storage availability.

"Picerne Construction has been the most cooperative contractor I've worked with in my 26 years in the construction industry. They have a sincere desire to please the customer and provide a product that they are proud of," ROICC Project Manager Jim Toal commented.

Assisting Toal on the project as Engineering Tech/CONREP was Art Kreidler. Through the partnering process the ROICC-Contractor team was able to overcome every obstacle

Family Housing



encountered, from funding limits to unforeseen conditions.

One such obstacle came in the form of large quantities of soil contaminated with heating fuel that was encountered during excavation for site utilities. The subsequent change orders necessary to clear the sites and satisfy Maine environmental laws totaled approximately \$1 million. In order to keep the project moving and avoid delay costs, the Navy

allowed the contractor to fast-track work to remove abandoned fuel storage tanks and abate vacant units.

The successful conclusion of the \$20.5 million NAS Brunswick Housing Phase II project has ensured that our service members and their families are provided the quality family housing they deserve. It has also enabled NAS Brunswick to be removed from the Navy's list of critical housing shortage areas.

CIO Magazine names NAVFAC an IT leader

Washington, D.C. - The Naval Facilities Engineering Command was recognized by *CIO Magazine* as a "top 100 company" for improving its business processes through agile, integrated systems.

Selected from more than 300 companies, organizations, and government agencies, *CIO Magazine* cited NAVFAC as one of 100 organizations that truly exemplifies the agile enterprise. During the past three years, NAVFAC has pursued a cost-effective plan to consolidate, integrate and transform systems in support of business requirements and strategic Navy objectives.

Five NAVFAC teams consolidated nearly 500 local systems to just seven global systems that support

NAVFAC's core functions. This dramatic consolidation enabled value added integration including client and business reports from a central data source and end-to-end product automation, eProjects/eContracts, that links with cost, procurement, and scheduling systems. The final step in the process was a revamping of NAVFAC's central internet enabling enterprise collaboration.

NAVFAC's approach leveraged leading, agile technology including a model driven composite application framework, near codeless legacy system interfacing, and a central application platform suite. This approach dramatically lowered the integration cost of ownership as compared to traditional strategies.

Bachelor Housing



By LTJG Becky Farley

ROICC NAS Brunswick – A ribbon-cutting ceremony was held Aug. 20 to officially open the new Transient Combined Bachelor Housing Quarters at NAS Brunswick, Maine. The 250-room, two-story building, with 164 single, 81 double and five handicapped rooms, was completed two months ahead of schedule. Pre-commissioning crews attached to ships constructed at nearby Bath Iron Works will be the primary users of this beautiful new facility.

The \$18 million design-build contract was awarded to The Korte Company based out of Illinois in September 2002. The facility was designed by the joint venture of JSA, Portsmouth, N.H., and Sebago Technics, Westbrook, Maine.

"From the very beginning Korte demonstrated a high degree of dedication to quality and safety, superb

management methods, and a forward thinking approach," said Leland Anderson, Project Manager.

The original design called for 250 two-person rooms. Requests from the customer brought about the change to alter 81 rooms to single occupancy. Additionally, the original design called for a door between the service area and the bedroom, which was deleted.

"By deleting this door from the design it gave the room a more open and comfortable feel," said Peter Beaudry, Construction Representative.

One example of value added design came during the installation of the roof. Korte installed an ice shield (not called for in the design) on the entire roof, which will improve roof skin integrity. Another example can be seen in the laundry room where Korte installed a sheet of Formica over top of the sheet rocked counter behind the

washing machines.

"Both of these examples demonstrate the contractors attention to detail and dedication to providing a quality product," commented Tony Cantillo, Bachelor Housing Manager.

Operational cost savings will soon be realized thanks to the innovative design of the heating/cooling system. Each room at the Transient Quarters has its own air conditioner, which provides heating and cooling and allows each room to be set to the desired occupied temperature. This unit is connected to a thermostat with a door position sensor and a motion sensor. The sensors look for movement in the room and will terminate the operation of the A/C unit if it is determined that the room is unoccupied. These energy saving thermostats will save taxpayers the cost of heating and cooling unoccupied spaces and allow for unpredictable schedules. Additionally, the air streams are funneled through a heat exchanger to temper the air entering the room, reducing the energy consumption of the building.

Aside from this recently constructed outstanding facility, the site plan was designed to permit future construction of 125 additional rooms if required by the Navy. Construction of the new Bachelor Housing Visitors Quarters at Naval Air Station Brunswick has done much to improve the Quality of Life of the Navy community.

Four at Northeast complete intern program

Recently four EFA NE interns completed their training programs and were welcomed aboard as members of the EFA NE team. Pictured are (from right to left) Captain Jim Stader, Commanding Officer, Todd Wanner, PDC graduate, Rachel Rudisill, AIP graduate, Helen Prymak, PDC graduate, Amanda Kittelson, PDC graduate, and Lucie McDonald, Program Manager, EFA NE Intern Program.

In addition, two interns presented their Intern Projects to the command. Todd Wanner presented his project entitled "Creation of the Real Estate Website and Conceptual Development of an Intern Website" and Rachel Rudisill presented her project entitled "Over the Wall: A New ROICC Design Implementing Cross-Functional Teams."



Two local Navy projects earn award for protecting coastal areas

NORFOLK NAVAL SHIPYARD—Two individual projects undertaken by the Navy have earned a combined Spirit Award for 2004 from Coastal America, a partnership of federal agencies, state and local governments, and private organizations working together to protect, preserve, and restore our nation's coasts.

The two projects are the *Navy/Atlantic Wood Industries Joint Approach Response Action (JARA)* and the Paradise Creek Restoration project. Both are on property at the Norfolk Naval Shipyard (NNSY) in Portsmouth, Va. and are managed jointly by NNSY, the former Atlantic Division, the former PWC Norfolk and the Navy Region Mid-Atlantic Environmental Coordinator.

The Navy/Atlantic Wood Joint Approach Response Action involved "cross boundary contamination" between a Navy Installation Restoration (IR) Program site and a neighboring private property owned by Atlantic Wood Industries (AWI). The unique legal agreements and partnerships required to expedite restoration of this site were the driving force behind development and implementation of the JARA concept.

A shared vision for effective and timely restoration of the site allowed the U.S. EPA, Navy and AWI to establish and maintain the partnership needed to develop these groundbreaking agreements, the first of their kind, to jointly address the contamination at both sites and to integrate regional Chesapeake Bay program initiatives into the final remedy for site restoration.

The New Gosport landfill site located on the Paradise Creek sub-watershed is a tributary of the Elizabeth River, one of the most polluted watersheds in the entire Chesapeake Bay. The landfill contained over 55,000 tons of abrasive blast material (ABM), contaminated soils, and lead-tainted paint chips from



The New Gosport Landfill in Portsmouth, shortly after restoration was completed in 2002.

ship blasting operations from 1969 through 1970. The team's original plan was to completely excavate all of the ABM and dispose of the material as hazardous waste, but the projected costs of this method far exceeded the total funding allocated for the project.

To prevent complete scrapping of the project and to avoid continued cleanup delays, the *Navy Environmental Restoration Team/Paradise Creek* petitioned all stakeholders to explore creative and innovative alternatives for the site. The team determined that in-situ stabilization of the lead-contaminated material would meet the approved cleanup goals under the Comprehensive Environmental Restoration, Compensation and Liability Act (CERCLA) and substantially reduce the overall cost of disposal by rendering the material non-hazardous. This innovative approach reduced the estimated normalized project cost from approximately \$90 per ton to approximately \$42 per ton and the resulting non-hazardous material was creatively reused as a cap for a

regional landfill.

One of the most significant achievements of this project was the successful, cost-effective integration of regional restoration goals into an established regulatory program by pushing the traditional envelope of multi-agency partnerships. The Navy Environmental Restoration Team/Paradise Creek went beyond regulatory compliance at this project site and incorporated design changes that support the local watershed planning goals of the Elizabeth River Project, the regional Chesapeake 2000 initiatives established by the EPA, The Chesapeake Bay Restoration Act and the DOD commitments to the Federal Agencies' Chesapeake Ecosystem Unified Plan.

The award was presented Sept. 28 in Portsmouth. NAVFAC team members include Tim Reisch, Jeff Harlow, Steve Hubner, Cherryl Barnett, Cathy Benoit and Brian Hostetter, along with representatives from NNSY, EPA, Virginia Dept. of Environmental Quality, Virginia Institute of Marine Sciences and The Elizabeth River Project.

EFA Med stands up new ROICC office

By Kent Harris,
Stars and Stripes

CAMP DARBY, Italy — Welcome to the big time, Camp Darby.

The ribbon-cutting ceremony Sept. 10 for a new naval contingent doesn't signify a large increase in the base's active-duty population. The Navy won't be able to even field a basketball team to compete against the Army and Air Force on base — though beach volleyball is a possibility.

More important to Darby and others who rely on the equipment and munitions that the complex sends to forward locations, there's now a whole new set of possibilities on base.

That's because the Navy's Engineering Field Activity Mediterranean is responsible for supervising all large American military construction projects in Italy. And the debut of the Resident Officer in Charge of Construction office — and its two-sailor contingent — means there's some big projects on the way at Darby.

"Opening this office is the first step in getting the projects started," said Lt. Andrew Sonier, who will be one of those assigned to Darby.

Actually, there's already been a decent amount of work done on several projects. Contracts have been awarded on a 19 million euro maintenance operations facility for the

Leghorn Army Depot and for about 4.5 million euros in a series of projects for the Air Force's 712th Munitions Squadron.

"It's going to have an enormous impact on our capabilities," said Army Lt. Col. Mitch Wilson, commander of the Combat Equipment Battalion-Livorno.

Wilson's work force, which includes hundreds of local national employees, has the chore of repairing and maintaining an array of Army vehicles and equipment. And it's been doing so using facilities constructed when the base was built in the early 1950s.

"Right now, we have antiquated equipment that does not support our needs," he said. In fact, the depot has to contract out some of its work. It has employees trained to handle the tasks, but no facilities to accomplish them.

At least some of that will change once the maintenance facility is completed. Construction could start around the first of the year. More projects may be on the horizon. A 22-million euro (\$23 million) proposal to build seven new warehouses to store equipment and refurbish 10 others that are decades old needs funding, and Wilson thinks the prospects are "very likely."

Lt. Col. Stephen Williams, who heads the Air Force's munitions

operations in Darby, has hopes for more projects as well. But he said he's happy to see four projects get the green light.

They include a new storage facility and washing operations for the containers the 712th uses to ship goods around the world, the completion of the base's munitions storage bunkers retrofitting and work on "probably the most decrepit munitions facilities I've ever seen," Williams said.

As for the Navy, Capt. Paul Bosco, who commands the engineering activity from its Naples headquarters, said it's always good to open up a new office. It'll be the 13th ROICC office of which he's in charge. Most are in the Mediterranean, but others are in Iceland and Bahrain.

"I've never stood up a new ROICC office," he said. "This is a big deal."

He said it didn't automatically signify that other large projects — or more troops — are headed to Darby. But it's a bigger possibility now than it was before.

"I'm sure we'll be here a few years," he said. "Maybe the better part of a decade. It's a good sign the Army and Air Force will start pumping some money into Livorno."

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NAVFAC mobilizes support for Florida bases damaged by Hurricane Ivan

NAS PENSACOLA, Fla.—Six architects and engineers from NAVFAC Atlantic and a licensed wastewater treatment plant operator from NAVFAC Mid-Atlantic joined about thirty others from Southern Division beginning damage assessment and recovery at NAS Pensacola and NAS Whiting Field, Fla. following Hurricane Ivan. They arrived in Florida Sept. 19. More expertise from Norfolk is expected to deploy over the next few weeks.

Structural Engineer Brian Crowder is the team leader along with Rich Stephens, electrical, Jeff Creekmore, wastewater, Jim Affeldt, architect, Chris Wilkins, structural,

Scott Cooper, architectural/roofing and Steve Riddick, NAVFAC Mid-Atlantic wastewater plant operator.

NAVFAC Atlantic's Contingency Construction Capabilities (CONCAP) contractor was on site by the weekend restoring electrical power, removing debris and sealing buildings. Navy Seabees from NMCB 1 in Gulfport are repairing roads and removing debris.

At press time, damage estimates for the two bases in the Florida panhandle were still being assessed. SOUTHDIR is planning to stand up a large ROICC Office to manage the reconstruction.

Big E tries double-deck pier for size

By Journalist 2nd Class Fletcher Gibson, USS Enterprise

NORFOLK, Va. (NNS) — USS Enterprise (CVN 65) completed a successful maneuver Sept. 2, becoming the first aircraft carrier to tie up to a new Atlantic Division-designed double-deck pier at Naval Station Norfolk's Pier 6.

The bi-level design allows ship's services, like water and electricity, to be run from below, protecting the equipment, and leaving the upper deck free for cargo and traffic flow. However, the height of the pier had the potential of impacting with the ship's aircraft elevators, and a fit test was required to ensure it could be done safely.

Nearly four months of planning went into the test. Frequent meetings between port operations and ship's personnel covered every possible difficulty. Members of Enterprise's Deck Department took physical measurements of the ship and pier to make sure everything would line up. They determined that the "camel," the bumper between the ship and the pier, would have to be wider. Even then, the extra distance only allowed three feet of clearance for the elevators.

"There was a little concern that our line wouldn't reach the pier, but considering the pier is 20 feet out of the water, it all worked out," said Chief Warrant Officer 2 George Wenn,



The nuclear powered aircraft carrier USS Enterprise (CVN 65) shown moored at Pier 6 at Naval Station Norfolk. The "Big E" is the first aircraft carrier to be berthed at the LANTDIV-designed double-deck pier. (U.S. Navy photo by Chief Journalist Dave Fliesen)

Enterprise boatswain.

During Enterprise's one-day stay at Pier 6, the ship's crew tested all of the pier systems from plumbing to Internet to make sure the pier could handle the larger ship's needs. At the same time, port operations was looking for ways the pier could be improved to better hold a carrier.

"We are working to get brows built which will reach the deckhouses, and we are addressing the widening of the camel," said Sandra Hawkinson, the

assistant regional port operations officer for Navy Region Mid-Atlantic.

The fit test was made to help find a potential future home for Enterprise when it completes the current yard period and returns to Norfolk. Naval Station Norfolk, home to five aircraft carriers, is examining new ways to berth these massive ships.

The success of this fit test gave designers a better idea of how to make the next generation of carrier-ready double-deck piers.

DoD housing privatization earns GSA honor

WASHINGTON, D.C.—The Department of Defense's Military Housing Privatization Initiative has been selected as the Best Innovative Practice in the 2004 GSA Achievement Award for Real Property Innovation Program. An independent panel of real property professionals representing the public and private sectors reviewed and evaluated each agency entry.

In 1996 DoD faced two serious housing problems. More than 60 percent of military family housing needed to be renovated or replaced. It would have cost nearly \$30 billion and taken 30-40 years to revitalize the inventory using traditional military construction specifications and techniques. Additionally a shortage of quality, affordable housing existed in communities around many military bases. Congress provided the department with significant new

authorities to use private sector expertise and capital to accelerate improvement of housing inventory and help provide quality affordable housing for military families. Using these privatization authorities, DoD developed projects that provide higher quality housing, both on and off base, faster and at less cost than traditional methods.

The policy originally required that privatization yield at least three times the amount of housing as traditional military construction for the same amount of appropriated dollars. So far, the program has greatly exceeded that target with a calculated average leverage ratio that is over 11:1 for all projects combined. Working in partnership with the private sector has allowed DoD to provide housing worth \$6.2 billion while using only \$550 million in appropriated construction funds.

Birthday honors for “Commodore” Hunt

PORT HUENEME, Calif.—Hundreds of friends, family, coworkers and Civil Engineer Corps (CEC) officers gathered to wish Eileen “The Commodore” Hunt a happy 80th birthday Aug. 24 at the Civil Engineer Corps Officers School (CECOS) in Port Hueneme, Calif.

Eileen is known throughout the CEC community as “The Commodore” out of respect and gratitude for the service and care she has given CECOS students for the past 38 years.

CECOS Commanding Officer Capt. James Hollrith, who served as master of ceremonies, presented Eileen with many thanks and gifts including a letter from President George Bush wishing her a happy birthday, and items of appreciation such as flags, flowers and coins from Seabee commands. Eileen was also presented with 80 long-stemmed white roses, a memory book, a beautiful jewelry box and cards and e-mails from active and retired CEC officers around the world.

In a birthday letter, Rear Adm. Michael Loose, Chief of Civil Engineers, relayed the sentiments of the CEC community referring to Eileen as the true “super star” of the Civil Engineer Corps. In part he said, “Eileen, you are more than a legend! You are my personal hero and the personal hero of countless CEC officers. With lots of pride and admiration, we “brag” that we know Eileen Hunt, she is a very special person, a great friend, and our lives are so much better and enriched because of you. Please enjoy your special day.”

Hollrith, who spoke on behalf of friends present and there in spirit, said she has been one of the few constants throughout a CEC officers’ career. Using her knowledge and her “heart”, she is there to welcome CECOS students and ensure their check in and training goes smoothly. “Eileen has welcomed every current active CEC officer into the corps. She is one of



Eileen Hunt celebrated her 80th birthday Aug. 24. She has worked at CECOS for 38 years.

the first persons they see. But it's not just her expertise; it's what she does to make everyone feel comfortable that has endeared her to the entire CEC community” he said.

The admiration and appreciation flows in many directions. Eileen's children, Candy Cantrell, Cathy Delatorre and Mike Hunt, grandchildren and even a great grandchild were on hand for the celebration. Cantrell, no stranger to CECOS and her mother's importance to the CEC community commented, “Mother has always told me that everyone she works with is the cream of the crop and it's true. This has been proven the several times they [CECOS] have honored her. Everyone thinks that mother takes care of them here, but on behalf of me, Cathy and Mike, thank you so much for honoring her in this wonderful way, and for taking care of her all these years.”

Eileen thanked those who had worked to make her birthday a great

event. “A big thanks to Capt. Hollrith and all of you who made my birthday so memorable.” She sends her thanks to all those commands, wardrooms, CEC officers, and friends from around the world, who sent gifts, flowers, cards and e-mails to her expressing their best wishes for her on the occasion of her 80th birthday. She was simply overwhelmed.

On her career as Student Service Coordinator Eileen said, “I enjoy working, being around people.” Eileen, who started work at CECOS in 1966, said she has always worked with students. “Anything they need, that's what I'm there for. It's like family to me. The young ones come, graduate, come again a few years later. I'm in constant contact with them. Seems like it was meant for me to be here.”

Eileen, who has reached many milestones in her career, looks forward to yet another next year when she will celebrate 50 years of government service.

Marines and Iraqis build new hospital

Sgt. Jose L. Garcia and Cpl. Veronika Tuskowski
1st Marine Division

CAMP AL ASAD, Iraq - Residents of Ar Rutbah are getting medical care they haven't had in more than a year.

Marines and Sailors from Regimental Combat Team 7 are working together with local Iraqis to rebuild a hospital. The Iraqi military took over the compound before meeting with U.S. forces.

"It was the only building that was destroyed during the first war," said Navy Civil Engineer Corps Lt. James N. Vandenberg, an architect and urban planner. "It was not looted so that's how important health care is to the people of Ar Rutbah."

Construction for the new Ar Rutbah Western Al Anbar Regional Hospital is scheduled to commence in early September. Until then, the citizens of Ar Rutbah make due with a makeshift hospital for all their emergencies.

The temporary clinic sees more than 300 patients on a daily basis and is overstressed from the lack of supplies, medicine and bed space.

"The clinic can't treat severe injuries," said Navy Capt. John M. Williams, the public health officer with 1st Marine Division. "If the people need additional help, the closest hospital is in Ar Ramadi, which is a four-and-a-half-hour drive. It is a big priority to get this fixed."

The need for a functional hospital couldn't be ignored with more than 60,000 people living in the city and surrounding communities.

Representatives from the 1st Marine Division and the First Marine Expeditionary Force Engineering Group met with members of the Iraqi Ministry of Health and several sheiks in June to discuss a plan to get a new hospital up and running.

Vandenberg designed the modular, 46-room hospital on the ground of the former facility and presented the plan to the hospital administrator for approval.

"Out of all the work I've done in this country, this is the most important



Navy Lt. James N. Vandenberg, an architect and urban planner, helped design a 46-room modular hospital for Ar Rutbah, Iraq. The project was funded \$750,000 from Regimental Combat Team 7 and the Division's Commander's Emergency Response Program. (USMC photo by Sgt. Jose L. Garcia)

project because it impacts the Iraqi people," said Vandenberg. "It is a non-political project and everyone agrees it is something needed. People have basic needs and the adequate health will help tremendously."

The new hospital will be capable of treating trauma patients, performing general surgery, obstetrics and gynecology, pediatrics, X-ray and laboratory tests. Each ward will have an outside courtyard for the patients to pray.

"The courtyards are real important to the healing process," said Vandenberg. "People who are sick and injured heal faster if they see birds, trees, and just nature."

The project was funded \$750,000 from RCT-7 and the 1st Marine Division's Commander's Emergency Response Program. The funds will cover the building of a new hospital, roadway surrounding the hospital and provide temporary living quarters for up to nine doctors who rotate out of Baghdad and Ar Ramadi every few

weeks.

In addition to the CERP funds, several non-government organizations donated supplies and medicine for the new hospital.

Ar Rutbah also boasts a large contingent of Iraqi Security Forces personnel and their families to include four Department of Border Enforcement battalions, three Iraqi National Guard battalions, the Iraqi Highway Patrol and Customs Police.

"Many of the Iraqis providing security are involved in gun fights and car accidents," Williams said. "This new hospital will be most beneficial to them."

The new hospital will not only help the citizens with medical care, but it will also help with employment in the area.

"This new hospital will employ around 100 people," Williams explained. "Plus, we want to hire local contractors to build the hospital, which will provide work for hundreds of more people."

Marines team up with Seabees to teach Iraqis construction skills

Cpl. Macario P. Mora Jr.
1st Marine Division

CAMP AL ASAD, Iraq - Marines are getting a hand when it comes to rebuilding Iraq from some of the military's most-practiced construction crews.

Marines teamed up with Navy Seabees from Naval Mobile Construction Battalion 14, based in Jacksonville, Fla., to run an Iraqi Civilian Apprenticeship Program to teach locals the construction skills needed to help Iraqis rebuild their country.

The Sailors are shepherding a class of 20 Iraqis from nearby Baghdadi. The first project: build a schoolhouse for Iraqi Security Forces.

"These guys are the ones really helping them out," said 1st Sgt. Octaviano Gallegos Jr., a 37-year-old first sergeant for Company B, 3rd Assault Amphibian Battalion, from Las Cruces, N.M. "They're training them how to do something other than kill."

According to Navy Petty Officer 1st Class John Graham, a 33-year-old instructor from Flagler Beach, Fla., the program has been going on throughout Iraq for nearly six months, but that this is the first in Al Asad.

"There are many buildings we're putting up here for the Academy," Graham said. "We've been working with them for nearly six weeks and won't be done until October."

The apprenticeship program is much different from the Marine-sponsored security schools, said Navy Petty Officer 2nd Class Gene Chomor, an instructor.

"We're not tough with these guys, they're just civilians," said 36-year-old Chomor, from Melbourne, Fla. "We take our time and ensure they know everything. We hope they take with them these tools to help in reconstructing their cities."

The students already made lasting contributions to the camp here. They helped build nearly a dozen tents and have since moved on to learning how



Navy Petty Officer 1st Class John Graham, an instructor from Flagler Beach, Fla., instructs one of his 20 Iraqi students on how to saw through wood while building a classroom at Camp Al Asad Aug. 5. Graham is one of two instructors for the Iraqi Civilian Apprenticeship Program here. (USMC photo by Cpl. Macario P. Mora Jr.)

to construct solid structures.

"We've put all sorts of different construction works into this building," Graham said. "They'll learn how to not only build the hard structure, but also know the electrical, plumbing and wiring works."

Upon graduation, the students will receive a variety of different tools to help them with job interviews and to give them a head start.

"Once they graduate, they'll get tool belts and all the tools they need," Chomor said. "When they show up to interviews... they'll already be equipped to work."

The two Sailors with the Naval Mobile Construction Battalion have different reasons for enjoying the work with the Iraqis.

"I think it's good, really good,"

Graham said. "Now they've learned a trade that can help them."

Graham added that the fact the Iraqis leave with valuable skills also makes it less likely they'll turn to being paid hands for terrorists.

Chomor was happy to pass on his knowledge to the Iraqi civilians.

"These guys learn really fast," Chomor said. "When we first got them they didn't know a hammer from a nail, but now they take over for us sometimes. It's just really great, I know they'll take these skills now and apply them to help themselves."

"We came over here to help them get back their freedom," he added. "To me, this is the best way. They are no longer trapped and unable to provide for themselves and the community."

Parting shots



Will the real Cmdr. Ebert please stand up? Debbie Bryant, left, stole the show with her portrayal of her boss, Cmdr. Cindy Ebert, during a skit at Cmdr. Ebert's retirement luncheon.



Kate Landman and Dana Kemp enjoying the July picnic.



Cmdr. Cindy Ebert enjoys a laugh at her own expense during her retirement luncheon.



Debbie Cain's office mates in the Travel Office helped celebrate her birthday.



Suzanne Cooper served as the Commander's Administrative Assistant for 20 years. Joining her retirement celebration were, left to right, Rear Admirals Michael Loose, Michael Shelton, Brian Estes, Richard Cellon, James Doebler and Arthur Fort.